AMENDMENTS TO THE CLAIMS

Please amend the claims as indicated below:

1. (Currently Amended) A shift lever assembly comprising:

a cross-car-beam;

a shift lever device having a device body and a rod being slidably supported by the device body ~~supported by the cross-car-beam~~; and

a fitting configured to fix~~ing~~ the shift lever device to the cross-car-beam;

the fitting comprising:

a base ~~for inserting~~ fixing the device body of the shift lever ~~therein~~ thereto;

a first wall extending from the base and fixed to the cross-car-beam; and

a second wall extending from the base transversely of the first wall and fixed to the cross-car-beam.

2. (Currently Amended) The shift lever assembly according to claim 1,

wherein the cross-car-beam includes a support,

wherein the support comprises:

a first fitting face opposed to ~~wall fitted with~~ the first wall, the first wall abutted on and fixed to the first fitting face; and

a second fitting face extending transversely of the first fitting face and opposed to ~~wall fitted with~~ the second wall, the second wall abutted on and fixed to the second fitting face.

3. (Currently Amended) The shift lever assembly according to claim 1,

wherein the base comprising:

a third wall extending from the first wall; and

a fourth wall interconnecting the second wall and the third wall and extending side-by-side with the third wall,

wherein the first wall and the fourth wall define elongated holes,

wherein ~~the shift lever comprises a~~ the device body is enclosed by the first wall, second wall and the base,

wherein the device body comprises a shaft inserted in the elongated holes.

4. (Currently Amended) The shift lever assembly according to claim 3,
wherein ~~the shaft is slidable in~~ the elongated holes ~~is~~ are formed to support the shaft to be longitudinally slidable therein.

5. (Currently Amended) The shift lever assembly according to claim 3,
~~wherein the shaft is fitted in ends of elongated holes,~~
~~wherein the elongated holes have remains to prevent the shaft from being inserted.~~
wherein the elongated holes are formed with a rear end and the remains of the elongated holes with a narrower width than a diameter of the shaft, the shaft is fitted in the rear end so that the remains prevents the shaft from moving into the remains from the rear end.

6. (Original) The shift lever assembly according to claim 1,
wherein the first wall, the second wall, and the base axe integrated with each other.

7. (Original) The shift lever assembly according to claim 2,
wherein the cross-car-beam comprises a rib along a circumference thereof,
wherein the rib has the support thereon.

8. (Currently Amended) The shift lever assembly comprising:
a cross-car-beam extending in a vehicle transverse direction and including a support; ~~and~~
a shift lever device ~~fixed to the support by a fitting;~~ having a device body and a rod being slidably supported by the device body; and
a fitting configured to fix the shift lever device to the cross-car-beam;

wherein the fitting comprises:

a longitudinal wall extending in a vehicle longitudinal direction;

a transverse wall extending in the vehicle transverse direction; and

a connecting wall interconnecting the longitudinal wall and the transverse wall,

wherein the support comprises:

a longitudinal fitting ~~wall~~ face extending in the vehicle longitudinal direction and opposed to the longitudinal wall; and

a transverse fitting ~~wall~~ face extending in the vehicle transverse direction and opposed to the transverse wall,

wherein the longitudinal wall and the transverse wall are abutted on and fixed to ~~the support~~ the longitudinal fitting face and the transverse fitting face, respectively.

9. (Currently Amended) The shift lever assembly according to claim 8, wherein the connecting wall comprises:

~~a rear wall continuous with a rear end of the longitudinal wall; and~~

a side wall continuous with ~~an inner side~~ one end of the transverse wall in the vehicle transverse direction and extending in the vehicle longitudinal direction to be ~~being~~ opposed to the longitudinal wall; and,

a rear wall extending along the vehicle transverse direction and interconnecting a rear end of the longitudinal wall and a rear end of the side wall,

wherein the shift lever device comprises a device body positioned in an inside enclosed by the longitudinal wall, the transverse wall, the side wall, ~~the connecting wall~~ and the rear wall,

wherein the longitudinal wall and the side wall ~~of the connecting wall~~ define elongated holes extending in the vehicle longitudinal direction,

wherein the device body has fitting shafts protruding therefrom in the vehicle transverse direction,

wherein the fitting shafts are fitted in the elongated holes so as to fix, ~~fixing~~ the device body to the fitting.

10. (Currently Amended) The shift lever assembly according to claim 9,

wherein the elongated holes have the rear ends with a width substantially identical to sizes of the fitting shafts,

wherein the elongated holes have front sides in front of the rear ends in the vehicle longitudinal direction,

the front sides are narrower in width than the rear ends,

wherein the fitting shafts are fitted in the rear ends of the elongated holes.

11. (Original) The shift lever assembly according to claim 8,

wherein the longitudinal wall, the transverse wall, and the connecting wall are integrated with each other.

12. (Original) The shift lever assembly according to claim 8,

wherein the cross-car-beam comprises a rib in a circumferential direction,

wherein the support is provided on the rib.

13. (New) A shift lever assembly comprising:

a cross-car-beam;

a shift lever device; and

a fitting configured to fix the shift lever device to the cross-car-beam and including a first joint face abutted on and fastened to the cross-car-beam; and a second joint face abutted on and fastened to the cross-car-beam, the first joint face and the second joint face extending transversely each other.